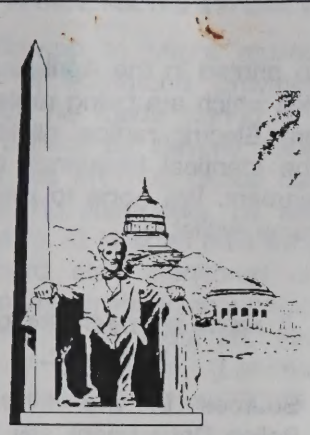


The CAPITOL HILL MONITOR

JULY 1994

PRINCE WILLIAM COUNTY

by Bill Hardman

Prince William County, Virginia, is located to the southwest of Washington and is essentially a "border" county of the "northern Virginia" area. Geographically and culturally, PW divides into two parts; the largely suburban area along the Fairfax County line, and the mostly rural area to the west. Indeed, most county government operations are divided in exactly that manner. The division roughly follows State Routes 646 and 642.

The county was formed in 1730 and named in honor of the second son of King George II of England. The county seat is in the Prince William County Complex on Davis Ford Road, just outside Woodbridge. (Manassas, the former county seat, became an independent city, along with Manassas Park, in 1975). Some of the county facilities, such as the courthouse, remain in Manassas. Most, however, have moved to the new complex.

The county had a population of 215,686 in the 1990 census. This does not include the population of Manassas and Manassas Park, which increase the population to an estimated 250,000 today. Currently, the major attractions in PW are the Manassas National Battlefield Park and the Prince William Forest Park, and, of course, Potomac Mills discount mall.

FIRE DEPARTMENT

154.3700 S	[114.8]	F1 Fireground-West
154.3250 S	[114.8]	F2 Fire & Ambulance Dispatch
154.4450 S	[114.8]	F3Fireground-East
154.2800 S	[None]	F4 FMARS2 (METRO Mutual Aid)
154.2650 S	[None]	F5 FMARS3 (NOVA Mutual Aid)
154.4000 S	[114.8]	F6 Manassas Fireground
154.2500 S	[114.8]	F7 Manassas Dispatch
154.9800 S	[114.8]	F8 Manassas Park Dispatch
155.1150 S	[114.8]	F9 Manassas Park Fireground
155.2050 S	[114.8]	F10 EMS Mutual Aid
155.2800 S	[114.8]	F11 HEAR
155.3400 S	[114.8]	F12 HEAR
155.4000 S	[114.8]	F13 HEAR
154.3250 S	[114.8]	F14 Fire & Ambulance Dispatch
154.3250 S	[114.8]	F15 Fire & Ambulance Dispatch
162.5500 S	[None]	F16 NOAA Weather Broadcast
154.1450 S	[ ]	Fire Administration & Training
154.2950 S	[None]	FMARS1 (METRO Mutual Aid Base)
458.7500 Ext	[146.2]	Vehicular Extenders

Ambulances and Medics normally use 155.34 in western PW Cnty to access Prince William Hospital and 155.28 in the eastern areas to access Potomac Hospital. MED channels are rarely used in PW. F14 and F15 are used in selected radios for adjacent fire departments for mutual aid purposes; e.g., radios near Stafford County have 154.175. Units not affected carry the PW fire dispatch frequency.

POLICE DEPARTMENT

453.4750 R	[114.8]	F1: Admin, CID, Animal Control
453.3750 R	[114.8]	F2: East Division (Primary)
453.1500 R	[114.8]	F3: West Division (Primary)
453.7000 R	[114.8]	F4: East Division (Alternate)
453.4750 S	[114.8]	F5: Car-to-Car
453.3750 S	[114.8]	F6: Car-to-Car (East County)
453.1500 S	[114.8]	F7: Car-to-Car (West County)
453.7000 S	[114.8]	F8: Car-to-Car (Special Ops)
453.2000 R	[162.2]	F9: Manassas Police
453.7750 R	[114.8]	F10: Manassas Park Police
453.5500 R	[100.0]	F11: P-MARS Mutual Aid
453.7000 R	[192.8]	F12: Special Operations (West)
453.1500 R	[192.8]	F13: Special Operations (East)
453.2000 S	[162.2]	F14: Manassas Police Car-to-Car
453.7750 S	[114.8]	F15: Manassas Park Car-to-Car
453.4750 R	[114.8]	F16: Admin, CID, Animal Control
39.5400 S	[114.8]	SIRS & Inter-County Patch

The town police are dispatched as 700 seris units of the county police on the appropriate east or west channel, as appropriate (Haymarket, 704-705; Dumfries, 726-749; Quantico, 751-775; and Occoquan, 776-779). The town of Quantico should not be confused with the Marine base of the same name. The cities of Manassas and

Manassas Park operate independently of the county police dispatch system on the frequencies reflected above. The animal control bureau and the school crossing guard bureau are a part of the county police. State game wardens identify as 844 and 855; Manassas Battlefield rangers as 856-868; and rangers from PW Forest Park as 869-875.

SHERIFF'S DEPARTMENT

39.6800 S [114.8] F1: Dispatch
39.5400 S [114.8] F2: SIRS
39.5000 S [114.8] F3: Car-to-Car
155.9400 S [d466] ADC Ops & SD Court Operations

39.5 is occasionally used for car to car purposes, but is also the primary means of communications between deputy units transporting prisoners and the Prince William-Manassas Adult Detention Center. The ADC is an independent regional authority that includes the county and the cities of Manassas and Manassas Park.

The county DPW operates on 45.12, while the water and sewer department operates on 153.725 [114.8].

PRINCE WILLIAM COUNTY SCHOOLS

45.3200 S [None] Transportation & Security
461.7625 S [ ] Security Portable Extenders
464.8250 S [151.4] F1: School Portables
466.1000 S [151.4] F2: School Portables

Prince William Public Schools consists of over 60 schools, plus support facilities. School buses, school maintenance crews, and security patrols are all dispatched on 45.32. Only security vehicles are equipped with portable extenders. Individual school administrators carry portable radios tuned to either 464.825 or 466.1 for use in internal communications such as bus loading and unloading, driver's education courses, and internal school management.

US CAPITOL POLICE GET NEW RADIOS.

As noted in last month's newsletter and only two months after printing the US Capitol Police Department's comprehensive multi-radio frequency plan, we were taken by surprise on the Saturday of Memorial Day Weekend when the Capitol Police switched primary operations to 169.225 and 170.175 (vacating the 164 MHz channels). Every officer, says one source on Capitol Hill, will soon be permanently assigned a 16-channel Motorola HT2000 portable radio with ANI (automatic numeric identifier).

The frequency configuration printed in the April issue was for the General Electric radios which are being replaced by HT2000s. Unlike the General Electric radios, all HT2000s are expected to feature the identical frequency configuration throughout the department. We hope to print more details as soon as they become available.

NEW RADIOS FOR DC POLICE.

Sources in the Metropolitan Police Department say the city is in the process of procuring 16-channel Motorola Astro Sabers (some of which might be operational by the time you receive this issue). The Astro Saber is similar to the Saber currently used by the department, but has more capability and added features.

The proposed channel plan for the Astro Saber is for a single bank of 16 channels (hopefully MPD will employ the identical channel arrangement in all Astro Sabers). The Motorola MX340-S and Saber II radios, each with their own channel configuration, are expected to remain in service.

In other radio-related news, officers from MPD's Internal Affairs Division recently started carrying leased 20-channel 900 MHz Motorola trunked radios. This is in addition to the VHF and UHF MPD radios currently used by the division. The trunked system transmits from the Fourth District's antenna tower in Northwest. This was the same trunked system used by the Presidential Inaugural Committee and continues to be a popular system used by groups visiting the nation's capitol.

Frequencies are as follows: 935.5125, 935.525, 935.5375, 935.55, 935.5625, 935.575, 935.5875, 935.6, 935.6125, 935.625, 936.7625, 936.775, 936.7875, 936.8, 936.8125, 936.825, 936.8375, 936.85, 936.8625 and 936.875.

NEW RADIOS FOR PRINCE GEORGE'S COUNTY?

Instead of purchasing new 16-channel radios for the police as proposed several months ago, says PGPD Detective Frank Carson, Prince George's County will instead probably purchase new radios for the county's fire department. Since parts for the General Electric MPS are getting scarce, the old MPS fire radios will be given to the police department, which is just about out of radios. As of this printing we have no details as to what kind of radios the fire department will receive, although the frequency configuration is expected to remain unchanged.

MORE NEWS FROM THE ZOO.

As a follow-up to May's museum article, Richard Rowland of Richmond provides us with several discoveries he made during a recent visit to the nation's capitol. By cleverly measuring the antenna length of the MT1000 radios used by the National Zoo's parking attendants, he searched and quickly confirmed 32.73 MHz as their frequency. While at the zoo Richard also monitored unidentified two-way activity on the Smithsonian's paging frequency, 163.7, with a CTCSS of 146.2 Hz. Finally, he heard the Tourmobile operators (Landmark Services) on 495.8125 (repeater) with a CTCSS of 156.7 Hz.

MONITORING SOUTHERN MARYLAND MARINE COMMUNICATION.

John Cauffman of Saint Mary's County, who monitored the sinking of the El Toro II last December, sends some frequencies for the lower Potomac and Patuxent rivers. Ship pilots navigating the Chesapeake bay operate on marine channel 14 (156.7), John notes, along with patrol boats at the Dahlgren Naval Surface Warfare Center's firing range. The firing range extends from the Nice bridge to south of Cobb Island. The DNR police boat, the "Montgomery," patrols Southern Maryland's waterways and often communicates with DNR's Cedarville office on 39.22. Refer to the April 1993 CHM newsletter for more details regarding marine patrols.

Southern Maryland Maritime Frequencies

39.2200	Maryland Natural Resources Police
151.2800	Virginia Marine Resources Commission
156.4250	CH68 Marinas, Recreat'l & Fishing Boats
156.4500	CH09 Potomac River Fisheries (Colonial Beach)
156.7000	CH14 NSWC Firing Range and VA/MD Pilots
156.8000	CH16 Distress, Safety
157.1000	CH22 USCG Liaison
157.1750	CH83 USCG Station Saint Inigoes
161.9000	CH26 Point Lookout Marine Operator (paired w/157.3)

OCEAN CITY OPENS NEW EOC.

On April 29 Ocean City officially christened its new $17 million Public Safety Building, which includes the city's new 9-1-1 communications center. The new facility, co-located on 65th Street with the Maryland District Court, was completed $3 million under budget! Besides the Emergency Communications Center, the Public Safety Building houses the EMS and police department's headquarters. The building's three-story design is interesting: the entire first floor can flood and the EOC and offices on the upper floors are designed to still function. In addition, the building's window panes can withstand the impact of a five-pound object traveling at 140 mph without breaking.

On the first floor, in addition to the front desk, are rooms for records storage, the district court, cell blocks with booking rooms, a four-car sally port and related offices. Prisoners never leave the building to be taken to court or to the commissioner!

The second floor includes the Emergency Communications Center with five radio positions and five call-taker positions, all with CAD and paper-less dispatching (all transactions are digitally stored).

Trunked channels available from the ECC's radio consoles include: Administration, Beach Patrol, Convention Center, Coordination 1, 2 and 3, Emergency (a channel found in all city trunked radios which is a direct link to the ECC), EMS OPS 1 and 2, FD 1 and 2, Fire Marshal's Office, Golf Course, Inspectors (Building), PD 1 and 2, PD Data (voice channel used for computer checks), PD Narcotics, Public Works 1 and 2, Sanitation and Transportation 1 and 2. Radio channels used by adjacent jurisdictions are also available and can be combined with any trunked channel system activity, such as which radio is transmitting and on what channel, appears on a rolling display in the corner of the dispatcher's screen.

CID offices, a narcotics lab, various offices, a mechanical and a conference room also occupy the second floor along with a 500 kilowatt backup power generator. The third floor includes administrative police offices and the office of the police chief, a weight room, another conference room and utility rooms which house the radio and computer equipment.

On top of the building is an observation deck, complete with a roof-top microwave relay to the trunked system's primary transmit site in Ocean Pines. Should the Ocean Pines site fail, the city maintains a backup transmitter at the Public Safety Building. In the event of a hurricane, the antennas at the Public Safety Building are mounted on hinges and can be lowered if necessary.

UPDATES FROM THE DELMARVA SHORE.

Several days prior to the volunteer firemen's convention in Ocean City, the city's multi-agency General Electric trunked system shed its anti-scanner tones. Just a coincidence perhaps? Although most city agencies have some ability to operate on the trunked system, the beach patrol, sanitation and transportation personnel continue to use their old radios for primary communication. Boardwalk trains, which shared 452.65 with the city-owned transit buses in the past, are now the sole users of 460.15, former Ocean City police channel 1 (buses remain on 452.65).

As for Delaware, the Lewes fire and police departments started the summer season with new frequencies. Lewes police now use 159.09 (some radios employ a CTCSS of 123.0 Hz, others use carrier squelch). The former Lewes

police frequency, 155.01, is heavily used by police in Dewey Beach and Cape May. The Dewey Beach police base station transmits with a CTCSS of 118.8 Hz to discourage Cape May from using 155.01 as an alternate to their primary frequency, 155.7 (both of which also employ a CTCSS of 118.8 Hz)!

The Lewes fire department erected a complex crossband repeater system on 453.65 (also an alternate simplex channel used by Rehoboth Beach fire). The 453.65 repeater transmits with a DCS of 051. Different DCS codes on the 458.65 input, however, allow the firefighters to select among conventional or various crossband repeaters. The different DCS codes transmitted on 458.65, for example, are crossband repeated with Sussex County fire channels 1 and 2, 33.78 and 33.96.

During the last few years Eastern Shore fire departments have been implementing some unusual radio systems. Vehicular repeater systems have been common with public safety for years. But now that the FCC has eased restrictions on low-band base station repeaters, fire departments have taken the next step and installed high-power crossband base station repeaters with high-gain antenna systems.

A crossband repeater transmits signals received on one band onto another band, say from UHF to VHF low band, and vice-versa. Several of these systems, however, crossband repeat some frequencies while merely rebroadcasting others (with no talk-back capability). In addition, most of the systems allow the departments to disable or substitute additional low band frequencies as desired.

Because of the often superb antenna sites chosen for the crossband repeaters, fire stations from northern Delaware, New Jersey and Pennsylvania are repeated by these systems on a regular basis. Here is an updated look at crossband repeaters implemented on the Eastern Shore. Refer to last September's newsletter for more details on crossband repeaters operating on the Eastern Shore.

Eastern Shore Crossband Repeaters

46.3600 Ocean City VFD (repeats primary FD talkgroup)
154.3850 Salisbury FD (repeats 33.98)
154.4000 Blades VFD (repeats 33.7, 33.78, 33.86, 33.92, 33.96 and 33.98)
155.4900 Saint Michaels PD (repeats 39.1)
453.3000 Rehoboth Beach VFD (repeats 33.78)
453.6500 Lewes VFD (repeats 33.78 and 33.96)
460.6000 Bethany Beach VFD (repeats 33.56, 33.92, 33.96 and 46.36)
460.6000 Talleyville VFD (repeats 33.78)
460.6250 Milford VFD (repeats 33.78)

AAA-POTOMAC GETS NEW FREQUENCY.

As a follow-up to the AAA article we ran in the March issue, our towing company expert, Ken Fowler, says AAA-Potomac has installed a new frequency, 855.1125. This frequency, which is used by all AAA-owned light-duty and rollback cranes, replaces both 150.95 and the leased 900 MHz system. AAA will retain the license for 150.950, Ken notes, although the frequency should remain fairly inactive. AAA is also implementing a new CAD/MDT dispatch system which will be fully operational sometime this fall.

FROM RUSSIA SEEKING HELP.

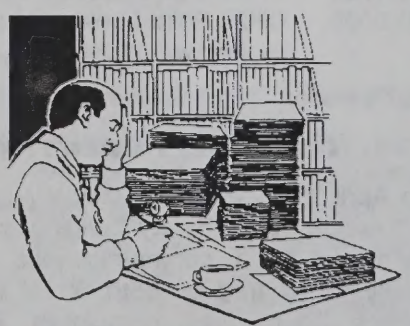
Nikolai Rudnev, one of our Russian colleagues, seeks our assistance. "I am 25 and my hobby is shortwave listening," Nikolai writes. "Recently I took an interest in scanning and my biggest dream is to purchase a hand-held programmable scanner. Unfortunately scanners are not sold in this country and I believe they will not be available for many years more. I have no hard currency (US dollars) to buy a new scanner by mail and moreover there is no opportunity to transfer money abroad."

"Could your club help me? I would be very thankful if someone could send me a second-hand working scanner. If someone from your club is going to throw out his old set, let him know I need a scanner. Any hand-held programmable scanner with the automatic search function is OK. I do not know active frequencies in my area, so the auto-search is a must. In return I will send Russian souvenirs. Many thanks in advance! Please use registered mail! My address: Nikolai Rudnev, Lenina 5A-34, Stroitel, Belgorodskaya Obl, 309120 Russia."

# # #

NEWSSCAN

by Brent Baker



NEW LIMOS FOR PRESIDENT CLINTON! The Secret Service recently took delivery of three new Cadillac limousines, noted Washington Times Autoweekend reported Paul Eisenstein. According to his article, for the first time, every aspect of the limousines were built within General Motors. In the past, he noted, "White House limos were only partially assembled in Detroit. Fitting armor was the responsibility of specialists, like Cincinnati's Hess & Eisenhardt."

The presidential Cadillac, Eisenstein reported, "has room for three up front, two bucket seats in the rear, and three rear-facing, fold-down jump seats. The president, by the way, always sits on the right, facing forward. A microphone in his armrest lets him talk to the driver -- or address crowds lining his routes. Exterior microphones let him hear the crowd." A compact communications system keeps the president in touch with the White House or the Pentagon, but a General Motors spokesperson wouldn't provide Eisenstein with any further details. The type of armor used, weight, powertrain, price and performance figures are classified.

"We've learned," Eisenstein wrote, that "the president's new wheels are connected to a specially modified, high-performance V-8 designed to haul one very large load. This limousine is nearly as heavy as the one used by President Reagan -- which weighed in at 13,000 pounds. Most of it armor."

The windows, Eisenstein says, "contain almost five inches of 'transparent armor.' "What amateurs call bulletproof glass is actually a sandwich of several panes of shatter-resistant glass separated by sheets of polycarbonate. The limo's doors and fenders are loaded with 'opaque armor.' Normally made of high strength steel, sources suggest the new Cadillac may use lighter weight, state-of-the-art ceramic armor. The floors are fitted with a flexible metal armor designed to deform slightly if the limo runs over a mine or bomb."

When the president travels, a limo will be flown ahead on an Air Force cargo plane to greet him when he arrives. After the new limos' service ends at the White House, the cars will be shipped to Secret Service outposts in New York or Los Angeles and pressed into service for visiting dignitaries. After that, they'll be used for training and then, "They'll be destroyed," according to one Secret Service agent, who refused to say why.

MERGER OF PG POLICE FORCES HITS SNAGS. A variety of problems have delayed the merger of the Maryland-National Capital Park Police with the Prince George's County Police Department. The possibility of legal intervention threatens the plan altogether.

According to the Washington Times, "Most of the opposition to the plan to combine the Maryland-National Capital Park Police in Prince George's County with the county Police Department appears to be coming from within both Prince George's and Montgomery counties. 'We hope to file an injunction to stop the merger,' said Park Police Lt. Tim Boyle, who works in Montgomery County. 'A lot will depend on the plan, which we have yet to see.'"

County Executive Parris Glendening reportedly told the Times that the county will not force the issue if the majority of Park Police officers do not want the merger. Sources told Times reporter Jim Keary that the Park Police officers would be patrol officers at the rank of sergeant and below, which would leave a bloated Park Police command staff in Prince George's County and fewer officers to patrol the parks. Under the plan, all 90 Park Police officers would join the county force by July 1995. Unarmed park rangers would be hired to replace the park police officers.

Prince George's County needs the 30 Park Police officers slated for transfer to fully staff a planned community policing program, PGPD Chief David Mitchell told Keary. "We would not be able to achieve our goal of 101 community police officers without the merger," Mitchell added. "We'd have to come up with another 30 officers."

A Prince George's County council member told the Times that she questioned the use of park money to increase staffing for the county police since park money would continue to pay the transferred officers' salaries. The park police are financed by a special park tax, while county police get their money from the county's general fund.

In a memo to a Montgomery County council member, Commander D. A. Deering, chief of the Montgomery County Park Police Division, said the plan, the result of a committee's recommendations, was flawed. "The county police," Deering warned, "will benefit by filling their vacant positions with trained park police officers. The question is, at whose expense and for what gain?" The MNCP&PC must ratify the plan before it is implemented and the county council must approve the transfer of funds from the MNCP&PC to the county's general fund.

PGPD STUDY POSSIBLE PROBLEMS WITH CROWN VICS. A Washington Times story reported that Prince George's County police have discovered new handling problems in their Crown Victoria cruisers, which is delaying special training to familiarize officers with the cars' anti-lock brakes. Two county officers have died in accidents during high-speed chases in two of the 500 Crown Victorias which the department has placed in service since May 1992.

The department, wrote Times reporter Jim Keary, got a new report indicating possible problems with the cars' power steering and delayed training so it could develop a new program to incorporate the new problem areas. A department bulletin said the report by an independent New Jersey firm found that some Crown Victorias built in 1992 and 1993 "have experienced momentary power-steering loss resulting in drivers overcompensating during specific maneuvers."

According to the Times, the department's latest tests also studied whether the steering problems could have played

a role in the deaths of the two officers, but that did not appear to be the case. The fatal accidents were at high speeds, but the loss of steering was reported in the cars during tight turns at lower speeds.

MORE TAKE-HOME CRUISERS FOR MPD. More than a year ago the DC Council approved an incentive program for MPD officers who volunteered to live in public housing by providing them with police cruisers to use on and off the job, says an article written by Serge Kovaleski of the Washington Post. Traditionally, only officers of the rank of master patrol officer and above were eligible for take-home patrol cars.

In exchange for providing extra security at the housing developments where they live, Kovaleski noted, the officers, all but one below the rank of master patrol officer, pay reduced rent and will receive a take-home patrol car. A take-home patrol car parked outside would let criminals know the law is nearby.

After waiting for more than 10 months, several of the officers who moved into public housing have finally received the promised patrol cars. A special committee, Kovaleski reported, headed by Assistant Chief Richard J. Pennington, decides which officers living in public housing most need the vehicles and has distributed some of the 31 new police cruisers which the department received in late April. Take-home patrol cars now identify over the radio as cruisers in the 1100-1800 series, with the second digit denoting the district. SOD cruisers are assigned to the 1800s series.

BOOK REVIEW: DONALD SAWICKI'S TRAFFIC RADAR HANDBOOK

reviewed by Alan Henney

Now recipients of speeding citations, who claim they were not exceeding the speed limit, have some more ammunition to fight back when in court. Traffic radar speed-measuring devices are often inaccurate, warns Sawicki, author of this newest book which explains the various kinds of traffic speed-measuring systems in use, along with documented proof of inaccuracies and misreadings which commonly occur.

Sawicki says his book is intended to familiarize readers with the use or misuses of police traffic radar. Observing speed limits, he notes, does not guarantee immunity from an undeserved ticket, citing instances of intentional and unintentional abuses of speed-measuring devices. "Hopefully the reader," states his preface, "will gain enough understand of traffic radar to help prevent or right any injustices these instruments may impose."

Much of Sawicki's expertise, which includes extensive knowledge of ground-based and airborne electronic warfare systems, can be credited to his work experience at Hughes, Emerson Electric and McDonnell.

Some police departments have greatly improved their application of radar to traffic control, but a large number, perhaps most, Sawicki claims, are still not qualified to operate this type of instrument. Operating a traffic gun does not require genius, he maintains, but it does require proper training and a basic understanding of the device.

Chapters covered in Sawicki's $15 100-page book include radar fundamentals and theory, the Doppler principle and useful formulas, radar hardware and countermeasures, radar problems and limitations, how to fight a speeding ticket in court, laser radar, the future of radar and an interesting section on biological effects of radar beams and government documents and tests regarding radar accuracy.

Grove Enterprises, the publisher, has an excellent reputation in the scanner and shortwave community. The Grove catalog is full of useful tips, radio equipment and numerous radio-oriented publications.

This month's review book was provided by the publisher, Grove Enterprises. For more details write Grove Enterprises, 300 South Highway 64 West, Brasstown, NC 28902 or call 1-800-438-8155. Views and comments appearing in this review do not necessarily reflect those of CHM or represent an endorsement.

Please address all correspondence to Alan. We encourage readers to submit material and to write articles which relate to the hobby. All submissions are subject to editing for both style and content. When submitting material please make certain we have your phone number should we have any questions. We welcome frequency and visitor requests, but please include a SASE.

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The Capitol Hill Monitor is the non-profit monthly newsletter of the Capitol Hill Monitors. The newsletter keeps scanner enthusiasts abreast of local meetings, frequency profiles and other topics of interest. Dues (which includes 12 issues) are $8. Kindly make checks payable to Alan Henney.

Meeting Coordinators:

Mike Peyton, Maryland Coordinator (703-902-6241)
Ken Fowler, Virginia Coordinator (703-385-2165)

CHM Scanner/Shortwave Net:

Listen for the CHM net, hosted by John Korman (N3RDC), at 7:30 P.M. on the first and third Monday of each month on 146.91 MHz.

Frequency Forum Computer Bulletin Board:

We encourage computer users to log onto Jack Anderson's Frequency Forum computer BBS at 703-207-9622 (8-N-1). Frequency Forum is the official electronic gathering place for readers of the Capitol Hill Monitor.

PGPD SPLITS GEORGE AND HENRY SECTORS

On July 1 at 6:30 a.m. the Prince George's County Police Department started dispatching officers in District III (Kent-Seat Pleasant District) on two different channels as part of a 30-day pilot program. The George sector remains on channel 3, 495.1375, and the Henry sector now operates on channel 9, 494.3125. The changes are expected to become permanent, but will be evaluated at the end of the trial period. Many thanks to Detective Frank Carson for bringing this to our attention.

NEW US CAPITOL POLICE REPEATER CHANNELS

CH1 169.2250 [156.7 Hz]
CH2 165.5375 [118.8 Hz]
CH3 170.1750 [107.2 Hz]
CH4 162.2500 [146.2 Hz]

# # #

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